

OUR JOBBING DEPARTMENT:
HAVING been REPLACED
WITH a large as-
sortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
promptness and despatch, and at
very moderate rates.

CHINA MAIL OFFICE

The China Mail

Established February, 1845.

THE HONGKONG CHINESE MAIL
報日字華南
(Hongkong Wa Ti Yat Po),
ISSUED DAILY.

CHINAMAN,
Manager and Publisher.

SUBSCRIPTION
Five Dollars per month, delivered in Hong-
kong. Imports, \$1.00 per annum,
including postage.

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號五月十年三十九百八千一英

HONGKONG, THURSDAY, OCTOBER 5, 1893.

日六月八年己亥

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—E. ALIAS, 11 & 12, Clement's Lane, Lombard Street, E. C. GIBSON, STREET & CO., 39, Cornhill, GIBSON & GIBSON, Ludgate Circus, E.C. BATES HENDE & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, W.M. WILLIS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE.—ADEMER PRINCE, 36, Rue Lafayette, Paris.

NEW YORK.—J. STEWART HATTER, THE CHINESE EVANGELIST OFFICE, 62, West 22d Street.

SAN FRANCISCO and American Posts generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORON, Melbourne and Sydney.

CYPRUS.—W. M. SMITH & CO., THE APOTHECARIERS CO., Colombo.

SINGAPORE STRAITS, &c.—KELLY & WALSH LTD., Singapore.

CHINA.—MAZZO, A. A. DA CRUZ, Arco, N. MOALLE & CO., LIMITED, Foochow, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, \$1,000,000.
SUBSCRIBED CAPITAL, £500,000.

HEAD OFFICE—HONGKONG.

Directors.
D. GILLIES, Esq. H. STOUTLEFOFT, Esq.
CHAN KEE SHAN, CHOW TUNG SHANG, Esq.
KWAH HOI CHUEN, Esq.
Chief Manager.
Geo. W. F. PLAYFAIR.

Branches.

LONDON, YOKOHAMA, SHANGHAI AND AMOY.

Bakers.

THE COMMERCIAL BANK OF SCOTLAND, PAID-UP CAPITAL, \$10,000,000.
RESERVE FUND, \$3,900,000.
RESERVE LIABILITY OR OF \$10,000,000.
PROPRIETORS

INTEREST FOR 2 months Fixed 5%.
do 6 do do 5%
do 3 do do 3%
Current Accounts 2%.

Hongkong, May 24, 1893.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000.
RESERVE FUND, \$3,900,000.
RESERVE LIABILITY OR OF \$10,000,000.
PROPRIETORS

COURT OF DIRECTORS.—

H. HOPPIUS, Esq.—Chairman.

C. J. HOLLYDAY, Esq.—Deputy Chairman.
Carl Jantzen, Esq. A. McConachie, Esq.
H. H. Joseph, Esq. J. S. Morris, Esq.
Hon. J. J. Kewick, Esq. D. R. Samson, Esq.
Julian Kramer, Esq.

Chief Manager:

Hongkong.—T. JACKSON, Esq.

Manager:

Shanghai.—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., Ltd.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2% per cent. per annum.

ON FIXED DEPOSITS:

For 3 months 3 per cent. per annum.

do 6 " 4 "

do 12 " 5 "

T. JACKSON,
Chief Manager.

Hongkong, August 19, 1893.

880

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

RULES may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Deposits may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893.

1515

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, £2,000,000.

CAPITAL CALLED UP, £1,251,055.15.0.

Board of Directors.

WAL. KERSEY, Esq.—Chairman.

Adolf von Andes, Esq. F. D. SASSON, Esq.

Egbert Iveson, Esq. H. D. Steward, Esq.

David McLean, Esq.

Hongkong Committee:

The Hon'ble J. K. Kewick.

The Hon'ble C. P. CHARLIER.

H. HOPPIUS, Esq.

Head Office:

3, PRINCES STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:

PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST,

Allowed on Current Accounts and Fixed Deposits, can be ascertained on application.

CHANTREY INCHBALD,

Manager.

Hongkong, April 10, 1893.

247

PRIVATE BOARD and RESIDENCE for LADIES and GENTLEMEN. Special attention to Ladies' comfort. Accommodation for Table Boarders. Central situation.

Mrs. MATHER,

2 and 3 Pedder's Hill.

Hongkong, July 24, 1893.

128

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,500,000.

SUBSCRIBED, £1,125,000.

Bankers.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON FIXED DEPOSITS:

For 12 Months.....5%

For 6 Months.....4%

For 3 Months.....3%

JOHN THURBURN,
Manager, Hongkong.

Hongkong, February 4, 1893.

228

INTELLIGENTIONS.

CANTON INSURANCE OFFICE, LIMITED.

HONGKONG, September 21, 1893.

1635

Business Notices.

LANE, CRAWFORD & CO.

J U S T R E C E I V E D ,

A N E W S H I P M E N T O F

L I N C O L N , B E N N E T T & C O . S

F E L T H A T S ,

ALSO,

CHRISTY'S

T E R A I H A T S .

L A N E , C R A W F O R D & C O .

HONGKONG, October 3, 1893.

1706

Particulars of the Lot.

N O T I C E T O S H A R E H O L D E R S .

N O T I C E is hereby given that the

T E R T I A R Y M E E T I N G

of the S H A R E H O L D E R S

of the S O C I E T Y

will be held at its Head Office

Hongkong, on SATURDAY, the 7th

O c t o b e r n e x t , a t N o o n , f o r

receiving the Report of the Directors,

together with Statements of Accounts for the

year 1892, and for the half-year ending the

30th June, 1893.

The Transfer BOOKS of the Society

will be CLOSED from the 28th September

to the 7th October, both days inclusive.

By Order of the Board,

N. J. EDE,

Secretary.

Hongkong, September 22, 1893.

1654

THE HONGKONG FOOTBALL CLUB.

T H E A N N U A L M E E T I N G

f o r r e c e i v i n g t h e C o m m i t t e e'

R E P O R T S

o f t h e P r e v i o u s S e a s o n

a n d e l e c t i n g t h e C o m m i t t e e

f o r t h e C o m i n g S e a s o n

will be held at the C H E E K E R C H A U

P A V I L I O N , o n M O N D A Y , t h e 9 t h O c t o b e r , a t 6 p . m .

At 6 p.m. the Annual Meeting will be

held at the C H E E K E R C H A U

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At 6 p.m. the Annual Meeting will be

held at the C H E E K E R C H A U

P A V I L I O N , o n M O

THE CHINA MAIL

No. 6000 OCTOBER 6, 1893.

Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via Nagasaki), Kobe, Friday, Oct. 6, at 1 p.m.; Inland Sea and Yokohama, 1 p.m.; China (via Nagasaki), Kobe, Inland Sea, TUESDAY, Oct. 17, at 1 p.m.; Yoko-hama and Honolulu, SATURDAY, Nov. 4, at 1 p.m.; Peru (via Nagasaki), Kobe, Inland Sea, Saturday, Nov. 4, and Yokohama, 1 p.m.

THE U. S. Mail Steamship CITY OF PEKING will be despatched from this port for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, TO-MORROW, the 6th October, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Oceanic Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC UNION PACIFIC, NORTH-EASTERN PACIFIC, and DENVER & RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway to Sacramento, Portland, General and South America, by the Company's agents and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Circular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, October 5, 1893. 1643

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIK PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S SHIPS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargos can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 15th day of October, 1893, at 3 p.m., the Company's S.S. PREUSSEN, Captain D. HOEMANN, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 14th October, Cargos and Specie will be received on board until Noon on MONDAY, the 16th Oct., and Parcels will be received at the Agency's Office, until Noon on Sunday, the 15th Oct. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cube in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, September 22, 1893. 1650

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION).

Monday..... Thursday Oct. 10.
Victoria..... Thursday Nov. 9.
Tacoma..... Tuesday Dec. 12.
Mogul..... Tuesday Jan. 2/94.
Victoria..... Tuesday Jan. 23/94.

THE Steamship MOGUL, Captain GOLMING, sailing at Noon on THURSDAY, the 10th October, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Circular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, September 28, 1893. 1656

Mails.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROHILLA, Captain W. J. NANTES, carrying Her Majesty's

Mails, will be despatched from this port for BOMBAY, (connecting at Bombay with S.S. HIMALAYA, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 4th NOVEMBER, 1893), on THURSDAY, the 12th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, etc., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. H. JOSEPH, Superintendent.

F. & O. S. N. Co.'s Office,

Hongkong, September 28, 1893. 1657

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEY, SUREY, PORT SAID,

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSHELLES, LINDON, HAVRE AND BORDEAUX;

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 18th October, 1893, at Noon, the Company's S.S. OCEANIEN, Commandant SCHMITZ, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted at Noon.

Cargo will be received on board until 4 p.m., Parcels and Parcels until 3 p.m. on the 17th October, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages required.

For further particulars, apply to F. & O. S. N. Co.'s Office.

G. DE CHAMPEAUX, Agent.

Hongkong, October 4, 1893. 1717

To Let.

TO LET.

With Immediate Possession.

ONE GODOWN, No. 117, PRAYA EAST, at Bawting.

Apply to DORABJEE NOWROOZEE, Victoria Hotel,

Hongkong, July 26, 1893. 1721

TO LET.

WELLING HOUSES—'BANGOUR,' THE PEAK—'KURNIAL,' THE WILDERNESS,' CAINE ROAD.'

'NORMAN COTTAGE,' ROBINSON ROAD.

No. 4, RIPOS TERRACE, Bonham Road.

No. 2 and 8, CHANCERY LANE.

No. 8, WYNDHAM STREET.

FLOORS IN BLUE BUILDINGS.

FLOORS IN ELGIN STREET, PEEL STREET AND STAUNTON STREET.

FLOORS IN NO. 5, SHELLY STREET.

No. 14, KNOTSFORD TERRACE, Kowloon.

No. 11 and 12, COOMBE ROYAL, MAGAZINE GATE—FURNISHED.

OFFICES FIRST and SECOND FLOORS No. 4, QUEEN'S ROAD CENTRAL, OVER THE BANK OF CHINA, JAPAN & SOUTHERN LTD.

PRAYA CENTRAL, OVER MEERS DOUGLAS LAPRAIK & CO.'

BLUE BUILDINGS.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, September 30, 1893. 1738

TO LET.

N.OS. 2, 7, 11 and 12, SEYMORE TERRACE, THIRD FLOOR IN NO. 6, QUEEN'S ROAD.

ROOMS IN COLLEGE CHAMBERS.

OFFICES IN VICTORIA BUILDINGS.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, September 19, 1893. 985

TO LET.

N. O. 2, PEDDER STREET, next to the Post Office—suitable for OFFICES or CHAMBERS.

Apply to G. C. ANDERSON, 13, Praya Central.

Hongkong, March 1, 1893. 1720

To Let.

TO LET.

OFFICES and GODOWNS in 'BANK BUILDINGS,' Queen's Road, Nos. 16 to 20, lately occupied by Messrs. DODWELL, CARLILL & Co.

'HOUSE, No. 6, ICE HOUSE STREET, now occupied by Messrs. GIBB, LIVINGSTON & CO.'

'HOUSES at 'BELLIOS TERRACE,' Robinson Road.

HOUSE, No. 1, DUBBLE STREET, or in

GODOWNS in DUBBLE STREET.

'ROOMS in 'HEADFIELD'S ARCADE.'

'SHOP, No. 24, QUEEN'S ROAD, opposite 'Hawking Hotel.'

'HOUSE, No. 21, SHELLY STREET.

'BUNGALOW' DELMAR, Yew-matee.

ROOMS on Top Floor of No. 10, Ice House Street, above the City Club.'

Apply to BELLIOS & Co.

Hongkong, September 29, 1893. 1687

AT THE PEAK.

MOUNT KELLETT.

TO LET.

ONE COMMODIOUS HOUSE.

Apply to BELLIOS & Co.

Hongkong, September 29, 1893. 1688

TO LET.

N. O. S. WEST TERRACE.

Apply to G. C. ANDERSON, 13, Praya Central.

Hongkong, May 31, 1893. 979

AT THE PEAK.

MOUNT KELLETT.

TO LET.

ONE COMMODIOUS HOUSE.

Apply to BELLIOS & Co.

Hongkong, September 29, 1893. 1689

TO LET.

N. O. S. WEST TERRACE.

Apply to G. C. ANDERSON, 13, Praya Central.

Hongkong, May 31, 1893. 979

AT THE PEAK.

MOUNT KELLETT.

TO LET.

ONE COMMODIOUS HOUSE.

Apply to BELLIOS & Co.

Hongkong, September 29, 1893. 1688

TO LET.

N. O. S. WEST TERRACE.

Apply to G. C. ANDERSON, 13, Praya Central.

Hongkong, May 31, 1893. 979

THE CHINA MAIL

No. 950, NOVEMBER 8, 1891.

The magistrates observed that the composition was a lottery, a matter of chance, and not of skill.

Sir Albert Woods, Garter Principal King of Arms, went to Windsor Castle on 1st inst., and removed the banners and insignia of the late Duke of Sutherland and Earl of Derby, the deceased Knights of the Garter, from the choir of St George's Chapel. The flags, helmets and swords of the Duke of Devonshire, the Duke of Abercorn, and the Earl of Rosse were hung in the chapel, and the names and titles of the newly-created Knights, who were affixed to their stalls.

Thirty-three cyclists took part in the Bath Road Club's 100 miles race on 2nd inst., on an out-and-home course on the North-road. The Challenge Cup has to be won twice by a member of the club and thrice by a non-member, and on the present occasion the chance of the previous winner, C. A. Smith, like that of several other competitors, was spoiled by tyre punctures. In the end S. F. Edge, of the Star & B.C., won a race-driving safety, doing the 100 miles in 5h. 24m. 57s., which makes a new record.

The Czar attended at the foundation of the walls of Libau, in the Baltic, and the Imperial order of the day, published on this occasion, has been commented upon in the German Press. It is interpreted in a sense that, as the new port is not blocked by ice in winter, the fleet can leave it whenever it pleases to command the Baltic Sea. Hence the port has an offensive point against Germany. The creation of a Russian fleet in the Mediterranean is also connected with the tendency of increasing its maritime power, as the German Government is likely to come forward, sooner or later, with an increase of the navy; it is only natural that public opinion should not gradually be drawn to the fact of Russia's increasing naval preparations.

At length the sad case of the Mediterranean Fleet is to receive serious attention. The *Invincible*, the *Edinburgh*, and the *Celsoes* have now come home, and their places are to be taken respectively by the *Hamilcar*, the *Roden*, and the *Empress of India*. These alterations involve a move in the right direction, but a naval correspondent asks why it is that although in 1889 we decided to build twenty-nine second-class cruisers, and although nearly all of these are now ready and are excellent vessels, not a single one of them has been sent to the Mediterranean? And why is that the tale of our battleships there still to be kept down to ten only? It ought to be raised to fifteen at least.

The plant, tools, freight, and leasehold premises on the Themes of Messrs Samuda Bros. are being sold by auction, and what was once a famous shipbuilding concern supplying all the navies of the world with ships—will in a few days have ceased to exist. Samuda Bros. built the first British ironclad gunship, many mortar boats, the trooper *Tamar*, the Spanish Turkish, Persian, and Brazilian gun-boats, war, most of the Egyptian fleet—our own P. & O. Co., the *Afghan* and other boats for that line, also the famous *Maid of Kent*, *Albion*, *Edward*, *Leicester*, *Archie*, *Fedor*, the German frigates, *Kaiser* and *Deutschland*, and *Pao Son*, a large Japanese frigate. Samuda built many ships for the Chinese and Japanese Governments.

WEATHER NOTICE.

The following notice has been issued from the Observatory:—On the 6th at 40°. There is a depression in the China Sea with strong N.E. winds and high seas to the North of it. Barometer falling. Weather fair to showery and squally.

THE TYPHOON.

GAP ROCK LIGHTY DAMAGED.

Captain Parfitt, of the P. & O. mail steamer *Clyde*, which arrived this morning from Singapore, reports having seen a boat ashore at the Gap Rock, probably in answer to signals from the lighthouse-keepers. The light has been damaged by the typhoon of the 3rd inst., and the keepers require water and provisions. As the telegraph cable from the Rock to Hongkong has been damaged for several days, it was impossible to estimate in what condition the typhoon had left the Lighthouses.

The steamer *Whampoa* arrived from Bangkok to-day, in a very bad state. When she reached the harbour she had a very heavy list, and she anchored whenever the got past Green Island. Her steering gear was smashed, and a makeshift arrangement had to be rigged up in order to steer her to port. She has sustained other damage. In the course of the day she was towed to her buoy by the Dock Company's tug *Fido Fido*. The following report has been sent us by Captain Dorojevic:—From 26th September to moderate S.S.W. winds and fine weather. On 1st October had N. and N.W. winds, increasing to force 6 with a falling barometer. Have to wait for the 2nd October, and experienced strong N.W. gale, with squalls of hurricane force; ran ship before the wind to S.E., and N.E. Heavy swell till arrival.

The German barque *Orient* reported experienced a typhoon in 19° N. and 110 deg. E. From 30th Sept. to 3rd October, North and N.E. wind. At 10 minutes past 12, the head of rudder and ralls carried away; also some sails.

A PICNIC AND ITS SEQUEL TO-DAY'S PROCEEDINGS.

The case in which Mr. H. W. Fraser, Mr. W. M. Wood, and Mr. J. A. E. Chantel are charged, with assaulting the Chinese master of the launch *Rising Star*, was continued before Captain Hastings at the Magistracy this afternoon.

Mr. H. L. Denys prosecuted, and Mr. Phillips defended the accused.

Mr. Phillips—Before beginning the case I have to ask you to allow Mr. Fraser to sit down. He is ill, and with standing so long yesterday he was completely prostrated.

His Worship—Certainly. There is no objection to all of them sitting down.

Mr. Phillips—I don't think there would be any objection to the whole of the defence sitting down.

His Worship—I cannot make any distinction.

Mr. Phillips—I know what your Worship means, but it does not make any difference whether a man stands up or sits down at his trial.

His Worship—You recalled (examined by His Worship) said—I was on the starboard side.—The first defendant was on the same side.—He struck me on the left side.

Chun Shing stated—I am chief engineer of the *Rising Star*. I came back our returning at 3.30 p.m. on Saturday, 23rd September, from Quemoy.

I was receiving my orders from Cheung Yau on the ball. We were going slow for about 10.30, when the bell sounded for 'slow down' and then to 'full-speed.' I heard a noise on deck about 10.45.

In consequence, I went on deck.

Q.—What sort of noise was it?—I heard some talk between the steersman and some one about the speed.

Q.—Was it a European or Chinaman who spoke to the steersman?—A European.

Q.—What did you do when you went on deck?—Three Europeans had hold of the steersman. One held him by the queue, one by the breast of the jacket, and one by the arm.

Q.—Then what happened?—I saw the steersman pushed towards the seats where the second class passengers usually sit.

Q.—The Europeans who had hold of the steersman pushed me sternwards. I looked from the stern of the vessel to where they were.

Q.—And then?—Then I saw five Europeans holding the complainant. They carried him forward.

Q.—Did you go forward?—I attempted, but was prevented.

Q.—What became of the wheel?—A Chinese sailor on board took charge of it.

Q.—Did you see the master lying on the deck?—I appeared to be speechless. I called the European constable on the wharf.

Q.—How and where was he lying?—Right forward in the bow. He was crouched in a lump, motionless and speechless.

Q.—What condition was he in?—He was unconscious.

THE CHINA MAIL.

No. 9865.—October 5, 1893.

Mails.

Occidental & Oriental Steamship Company.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Edo (via Nagasaki), Thursday, Oct. 26, Kobe, Inland Sea at 1 p.m., and Yokohama).
Osaka (via Nagasaki), Kobe, Inland Sea, Tuesday, Nov. 14, Scm. Yokohama at 1 p.m., and Honolulu).
Gaudo (via Nagasaki), Tuesday, Dec. 5, Kobe, Inland Sea at 1 p.m., and Yokohama).

THE Steamship *BELGIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, (INLAND SEA AND YOKOHAMA, on THURSDAY, the 26th October, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all Trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

General Insurance to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, September 28, 1893. 1683

Intimations.

CHAR. J. GAUFF & Co.,
Chronometer, Watch & Clock Makers,
Jewelers, Gold & Silversmiths,
NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

VOIGTLANDER'S OBSERVATIONAL
BINOCULARS AND TELESCOPES.
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Chinapots & Co.'s Electro-Plated Ware,
GOLD & SILVER JEWELLERY

in great variety.
DIAMONDS

— AND —

DIAMOND JEWELLERY,
A Splendid Collection of the Latest London
PATTERNS, at very moderate prices. 7½

TRADE MARK

Wine and Spirit Merchants.

13, QUEEN'S ROAD,
Hongkong, August 18, 1893. 1619

For Sale.

FOR SALE.

A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the RECENT LIBEL CASE of REGINA V. PITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of

PITMAN V. KESWICK
AND OTHERS.
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LITERALLY TRANSLATED AND EXPLAINED

BY DR. E. J. EITEL

PRICE: 15 CENTS PER COPY.

CHINA MAIL OFFICE,
Hongkong, May 17, 1893. 905

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the

Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kelle's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

SHIPPING IN CHINA, JAPAN,
PHILIPPINES & SIAM
WATERS.

WHAMPOA.

Trade Name.	Flag & Rig.	Destination.
Feiching	Brit. str.	
Fusun	Chi. str.	
Fu Ping	Chi. str.	
Kungpai	Chi. str.	
Swatow	Norw. str.	
Triumph	Ger. str.	

AMOY.

In port on September 28, 1893.

MERCHANT SHIPS.

Chang Chow	British
Velox	German
Clan Grant	Brit. bgo.
Kristina Nilsson	Ger. brig.

FOOCHOW.

In port on September 26, 1893.

MERCHANT STEAMERS.

Port Albert	British
Oito	German
Kowshing	British
MERCHANT SAILING VESSEL.	

Nanaimo

MERCHANT SAILING VESSEL.

Gulf of Siam

SHANGHAI.

In port on September 22, 1893.

MERCHANT STEAMERS.

Changton	British
Chingtu	British
Chintung	Chinese
Chiuyen	Chinese
Chowchowfoo	German
Fudzun	Chinese
Gulf of Siam	British
Haechang	Chinese
Hankow	British
Kiangtsoo	Chinese
Kiangkwan	Chinese
Kianglung	Chinese
Lyee moon	German

SHANGHAI.

In port on September 22, 1893.

MERCHANT STEAMERS.

Changton	British
Chingtu	British
Chintung	Chinese
Chiuyen	Chinese
Chowchowfoo	German
Fudzun	Chinese
Gulf of Siam	British
Haechang	Chinese
Hankow	British
Kiangtsoo	Chinese
Kianglung	Chinese
Lyee moon	German

SHANGHAI.

In port on September 22, 1893.

MERCHANT STEAMERS.

Amoy	
Malbourne	French
Osni	British
Rosetta	British
Shanghai	British
Strathleven	British
Victoria	Norwegian
Yokohama	Mar. Japanese
Yeuwe	British
Yung Ching	Chinese

MERCHANT SAILING VESSEL.

Ainsburgh	Brit. sh.
Anglo Indian	Brit. bgo.
Aurora	Brit. bgo.
Braziliere	Brit. bgo.
Cape City	Br. 3-mach.
Georgina	Brit. bgo.
Grolier	Brit. bgo.
Hawthorne	Brit. bgo.
Ilford	Brit. bgo.
Malvern	Brit. bgo.
Mermaid	Brit. bgo.
Neptune	Brit. bgo.
Orion	Brit. bgo.
Perseus	Brit. bgo.
Reindeer	Brit. bgo.
Seahorse	Brit. bgo.
Victor	Brit. bgo.
Warden	Brit. bgo.

YOKOHAMA.

In port on September 20, 1893.

MERCHANT SAILING VESSEL.

Anacoda	Amer. sch.
Emeralda	Brit. sch.
Oread	Brit. bgo.
Walden	Brit. sh.
Abbey	Brit. sh.

HIAGO.

In port on September 21, 1893.

HIAGO.

Clan Buchanan	Brit. bgo.
H. Bischoff	Gr. 4-m. sh.
L. L. Robbins	Brit. sh.
Orpheus	Brit. sh.

MANILA.

<p